



## ***B. Community Survey on Multi-Modal Transportation Issues***

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**T**his section examines the results from a scientifically reliable, random sample of Lincoln area residents regarding their ideas about Multi-Modal transportation issues. This section looks at the sampling procedures employed, the travel behavior of the respondents, and views on Multi-Modal issues.

### ***Survey Sampling Procedures***

As part of the Multi-Modal Transportation Study process, the Lincoln (NE) opinion survey firm of SIGMA Group was retained to complete a scientifically valid survey of local residents. The purpose of the survey was to document the public's perceptions of various transportation and development issues facing the community, and to examine how expansion of mobility opportunities were perceived by Lincoln's residents.

To ensure a statistically reliable survey, a random sample of 503 respondents in Lincoln's 22 zip codes were selected and interviewed between September 24, 2003, and October 18, 2003. The survey was conducted using a telephone interview approach involving a "first telephone contact" procedure with up to five additional call-backs made to complete the interviews. The survey lasted 8.3 minutes in length.

A proportionate sampling technique was used to provide a representative sample within each study subregion. The statistical reliability of the final overall survey results was +/- 4.4 percent. Among the households sampled, the general demographic and transportation characteristics were as follows:

Attribute	Survey Sample	
Gender	Female	48%
	Male	52%
Age	Average	49.9 years of age
Household Income	Average	\$48,400 per year
Licensed Drivers Per Household	None	3%
	One	26%
	Two	54%
	Three	13%
	Four or More	4%
	Average	1.9 per household
Vehicles Per Household	None	5%
	One	23%
	Two	50%
	Three	16%
	Four or More	7%
	Average	2.0 vehicles per household
Bicycles Per Household	None	33%
	One	22%
	Two	20%
	Three	11%
	Four or More	14%
	Average	1.7 bicycles per household

### ***Mode of Travel by Trip Purpose***

The survey results indicate that cars and trucks are the dominate form of travel for the vast majority of Lincolniters regardless of the purpose of the trip. When asked "What form of transportation do you usually use to...." for a specific type of trip, the respondents overwhelmingly stated cars/trucks:

Mode of Travel	Trip Purpose			
	Work/School	Shopping	Doctor	Social
Car/Truck	76%	93%	93%	92%
Walk	2%	2%	--	1%
Bicycle	1%	--	--	3%
Bus/Van	1%	2%	2%	--
Carpool	--	--	2%	3%
Varies/Don't know	1%	--	--	1%
Don't Make That Trip	18%	--	--	1%



Across age groups, respondents 65 years of age and older were more likely to use alternative forms (i.e., not drive car or truck) of transportation:

<b>Trip Purpose</b>	<b>Total Sample</b>	<b>65 Yrs. &amp; Older</b>
Work/School	7%	3%
Shopping	7%	13%
Doctor	6%	14%
Social Event	6%	16%

### ***Likelihood of Bicycle Usage***

Among the surveyed households, 30 percent indicated they would consider riding a bicycle regularly to work, school, or other destinations. This varied by gender with 35 percent of males indicating they would consider regularly using a bicycle, while only 26 percent of females indicated they would consider regular bicycle usage. As might be expected, the likelihood of regular bicycle usage varied by age, with younger individuals showing a higher interest in regular bicycle usage:

#### **Percent Likely to Consider Bicycle for Regular Transportation**

18 to 34 Year Olds	50 percent
35 to 44 Year Olds	42 percent
45 to 54 Year Olds	27 percent
55 to 64 Year Olds	26 percent
65 Years and Older	7 percent

When surveyed about what would make them use bicycle more frequently, the respondents indicated the following preferences:

<b>Improvement Type</b>	<b>% "Very Important"</b>
Secure Bicycle Parking	74 %
Bicycle Bridges	71 %
Bicycle Lanes	63 %
More Bicycle Trails	50 %
Showers/Changing Rooms	20 %
Bike Racks on Buses	18%
Free Community Bikes	17%

### ***Likelihood of Walking***

Over half (51%) of Lincoln residents would consider walking to work, school, or other destinations on a regular basis. In this case, females were more likely to indicate a preference for this mode of travel – females at 55 percent compared to males at 46 percent. The willingness to walk to a particular destination showed only a slight variation by age:

### Percent Likely to Consider Walking for Regular Transportation

18 to 34 Year Olds	56 percent
35 to 44 Year Olds	50 percent
45 to 54 Year Olds	49 percent
55 to 64 Year Olds	47 percent
65 Years and Older	50 percent

When surveyed about the improvements they would like to see make to increase their likelihood of walking, the following priorities were given:

Improvement Type	% "Very Important"
Better Road Crossings	61 %
Better Maintained Sidewalks/Trails	56 %
Separation Between Sidewalks & Roads	51 %
Pedestrian Bridges and Tunnels	50 %
More Direct Routes	33 %
More Walking Trails	31 %

### *Likelihood of Bus Ridership*

Two out of every five (42%) Lincolniters would consider riding the bus to one or more major trip destinations. There was only modest variation among potential bus usage by gender (Males, 40%; Females, 43%), and age groups (Ages 18-34, 40%; 35-44, 40%; 45-54, 43%; 55-64, 43%; 65+, 42%); although significant differences were evident in potential bus usage among households by the number of vehicles they had access to:

#### Percent of Households That Would Consider Bus Ridership

No Vehicles	61 %
One Vehicles	50%
Two Vehicles	41%
Three or More Vehicles	31%

Potential improvements that would serve to encourage increased transit usage among would-be riders was also varied:

Improvement Type	% "Very Important"
If you could go without changing buses	80 %
If gas was hard to get/too expensive	77 %
If each ride cost 25 cents	72 %
If bus trip comparable to driving time	71 %
If buses ran more often	64 %
If cheaper to ride bus than use car	64 %
If buses ran later in evening	54 %
If parking were more expensive	53 %
If buses ran on Sundays	44 %



## ***Intercity Rail Service***

During the course of the Multi-Modal Study process, a separate group was examining the feasibility of providing on-going rail and/or bus service between Lincoln and Omaha to serve commuters and other travelers between the two eastern Nebraska community. A single question was posed to Lincolniters surveyed as part of the Multi-Modal questionnaire regarding this potential intercity service. Each household was asked if they would consider using "a commuter railroad service" between Lincoln and Omaha for specific trips purposes and destinations. The results of that questions are as follows:

### **Percent That Would Consider Use Rail Service by Trip Category**

<b>Omaha Site/Trip Purpose</b>	<b>Would Consider Service</b>
Eppley Airport	80 percent
Omaha Attractions	66 percent
Work	53 percent
Shopping	52 percent
Family ot Social Events	47 percent
Other Trips	52 percent

## ***Reaction to Other Transportation Proposals***

The random sample survey of Lincoln households also sought their opinions on a number of other possible transportation concepts and approaches. The percent indicating that they "Favor" these proposals is shown below:

<b>Transportation Proposal</b>	<b>Percent In Favor of Proposal</b>
Free bus service for disabled	90 percent
Free bus service for seniors	84 percent
Developers Pay for Enhancements	77 percent
Bicycle/Pedestrian Bridges	76 percent
Increase Parking Fees to Support Transit	39 percent

## ***Future Development to Support Alternatives Transportation***

Interviewed households were queried on whether they felt that future development in Lincoln should be built in a manner that "supports the active use of alternative forms of transportation." As shown below, more than half of the respondents thought it was very important that future development of the city be done in a way that supports the active used of alternative transportation modes:

## Importance of Development that Supports Alternative Modes

Very Important	53 percent
Somewhat Important	38 percent
Not Important	7 percent
Don't know	2 percent

## Evidence of Transportation Difficulties or Lack of Transportation

Many households face the difficult challenge of meeting their transportation or mobility needs. The random sample survey asked two separate questions concerning this issue. The first tracked the issue of "a lack of transportation" within the household. Each survey respondent was asked, "In the past six months, has anyone in your household been unable to go to work, school, the doctor, or do other activities because of the lack of transportation?"

Overall, 11 percent of all households indicated that they had encountered a problem because of the lack of transportation. The incidence was greatest in the North Central area of Lincoln where 17 percent of all households surveyed indicated a problem with the lack of transportation. Females were twice as likely as males to confront transportation challenges – 14 percent of female respondents had experienced a lack of transportation, compared to 7 percent for males. Interestingly, the younger the household respondent the greater the probability of transportation problems – ages 18-34, 16%; 35-44, 14%; 45-54, 11%; 55-64, 7%; 65+, 5%.

Vehicle ownership and household income levels also showed some correlation with the reporting of the lack of transportation:

### Difficulties in Travel Due to Lack of Transportation

#### *Household Vehicles*

No vehicles	22 percent
One vehicle	12 percent
Two Vehicles	10 percent
Three or more vehicles	9 percent

#### *Annual Household Income*

Under \$25,000	17 percent
\$25,000 - \$45,000	9 percent
\$45,000 - \$55,000	15 percent
\$55,000 and Over	7 percent

The highest incident of mobility problems resulting from the lack of transportation was found in households having a disabled member - a full 29 percent of households with a disabled member had encountered a transportation problem within the last six months.

In addition to the matter of the lack of transportation, Lincoln households were canvassed about persons having special mobility needs. Specifically, the survey respondents were asked the following question, "Does anyone in your household have a physical, mental, or other condition



that limits their ability to travel without assistance?"

Across the community, a full 8 percent of all households indicated that there was at least one person in their household who does require assistance when traveling. The highest incident occurs in North Central Lincoln where 13 percent of all households are home to individuals with mobility limiting conditions; with the lowest occurrence in East Lincoln at 3 percent.

Moreover, the prevalence of mobility limitations did vary somewhat by household age with persons 65 years and over having the highest incidence – some 12 percent of such household had individual with conditions that limited their mobility.

Household income level was strongly related to the occurrence of mobility limitations with households having lower incomes also experience higher levels of travel assistance concerns:

<b>Annual Household Income</b>	<b>% Condition Limiting Travel</b>
Under \$25,000	18 percent
\$25,000 to \$45,000	8 percent
\$45,000 to \$55,000	7 percent
\$55,000 and higher	4 percent



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